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## NextGen City Pairs - D.C.

When a traveler starts to plan a trip or when an airline operator starts to plan air service, they will look at the points of origin and destination for flights. These points of origin and destination are thought of in terms of pairs of cities or pairs of metroplexes. In measuring city-pair performance, the NPS website looks at flights that either originate or conclude at a specific metroplex, such as the New York/Philadelphia metroplex to Southern California. For each city pair, an origin airport (for example, Newark Liberty International, EWR) and a destination airport (for example, Los Angeles International, LAX) are listed. The city pairs are unidirectional (only measuring EWR to LAX in the example above) and the NPS website reports them as recommended by the NextGen Advisory Committee (NAC).

All results are reported by Fiscal Year (FY), October 1 — September 30.

Flights can depart outside of the reportable hours, but must arrive during the reportable hours at the destination airport. For a list of the reportable hours for each airport, please see the Reference Guide.

### Average Airborne Time (FY)

*This metric is measured as Minutes*

During reportable hours at the destination airport, the average Airborne Time for flights between the selected city pair. The reportable hours vary by airport and the results are reported by fiscal year. Additional reportable hour information can be found in the airport information section of the [Reference Guide](#).

Origin	Destination	2009	2010	2011	2012	2013	2014
BOS	BWI	67.0	65.1	66.4	66.7	66.4	66.8
BOS	DCA	73.1	71.7	71.2	70.9	71.1	71.6
BOS	IAD	73.8	72.5	74.4	74.0	73.8	74.3
BWI	CLT	62.7	61.9	61.8	60.5	61.5	62.8
BWI	ORD	101.8	100.5	102.7	100.8	101.0	102.7
CLT	DCA	54.1	54.2	54.8	54.9	55.0	54.4
CLT	IAD	54.5	54.9	55.5	55.2	54.7	54.7
DCA	EWR	43.7	42.8	42.8	42.9	42.4	42.6
DCA	ORD	97.6	96.5	97.3	95.5	96.0	97.4
IAD	JFK	51.1	49.5	48.3	48.0	48.6	48.4
IAD	LGA	49.7	47.0	47.0	46.7	46.6	46.0

### Effective Gate-to-Gate Time (FY)

*This metric is measured as Average Minutes per Flight*

During reportable hours at the destination airport, the difference between the Actual Gate-In Time at the destination airport and the Scheduled Gate-Out Time at the origin airport. Flights may depart outside reportable hours, but must arrive during them. The reportable hours vary by airport and the

results are reported by FY.

Origin	Destination	2009	2010	2011	2012	2013	2014
BOS	BWI	101.5	95.1	100.6	95.4	99.7	99.1
BOS	DCA	97.2	95.0	99.5	92.1	96.4	96.1
BOS	IAD	105.9	104.3	109.4	105.8	106.8	105.1
BWI	CLT	91.5	89.8	91.8	85.6	89.0	94.2
BWI	ORD	131.6	131.0	136.8	131.3	139.3	145.0
CLT	DCA	81.3	82.1	87.1	80.4	83.0	83.5
CLT	IAD	92.2	90.5	90.5	84.4	88.6	93.1
DCA	EWR	92.5	78.2	89.0	97.9	97.3	88.3
DCA	ORD	127.6	127.3	130.5	129.3	134.1	139.5
IAD	JFK	101.9	95.2	95.3	88.1	97.3	97.7
IAD	LGA	98.6	89.7	94.7	89.7	100.1	102.4

#### Airborne Distance (FY)

*This metric is measured as Nautical Miles*

During reportable hours at the destination airport, the average airborne distance of flights between the selected city pair. The reportable hours vary by airport and the results are reported by fiscal year. Additional reportable hour information can be found in the airport information section of the [Reference Guide](#).

Origin	Destination	2009	2010	2011	2012	2013	2014
BOS	BWI	1	1	364.4	365.9	363.9	360.1
BOS	DCA	1	1	396.5	398.7	396.4	393.3
BOS	IAD	1	1	414.9	415.2	412.7	409.0
BWI	CLT	1	1	343.5	341.3	343.4	344.9
BWI	ORD	1	1	589.0	586.5	586.7	586.6
CLT	DCA	1	1	329.4	330.7	330.6	328.6
CLT	IAD	1	1	326.4	325.4	323.3	322.5
DCA	EWR	1	1	211.0	211.5	208.6	211.1
DCA	ORD	1	1	572.6	569.6	570.2	568.9
IAD	JFK	1	1	258.8	258.4	259.2	260.0
IAD	LGA	1	1	247.3	246.6	245.9	245.7

<sup>1</sup> No data available.

## Efficiency:

As described by ICAO, *efficiency addresses the operational and economic cost-effectiveness of gate-to-gate flight operations from a single-flight perspective. In all phases of flight, airspace users want to depart and arrive at the times they select and fly the trajectory they determine to be optimum.*

### Airborne Time Predictability (FY)

*This metric is measured as Minutes*

During reportable hours at the destination airport, the difference between the 85<sup>th</sup> and 15<sup>th</sup> percentiles of Airborne Time for flights between the selected city pair. The reportable hours vary by airport and the results are reported by FY. Additional reportable hour information can be found in the airport information section of the [Reference Guide](#).

Origin	Destination	2009	2010	2011	2012	2013	2014
BOS	BWI	12	10	11	12	12	12
BOS	DCA	16	15	14	12	14	15
BOS	IAD	12	11	13	12	12	13
BWI	CLT	14	15	14	13	13	13
BWI	ORD	15	15	17	16	16	18
CLT	DCA	10	9	9	10	10	10
CLT	IAD	8	8	9	8	9	9
DCA	EWR	12	10	10	10	10	10
DCA	ORD	15	15	15	15	14	15
IAD	JFK	13	10	10	9	9	9
IAD	LGA	13	10	10	9	9	9

### Effective Gate-to-Gate Time Predictability (FY)

*This metric is measured as Minutes*

During reportable hours, the difference between the 85<sup>th</sup> and 15<sup>th</sup> percentiles of the Effective Gate-to-Gate Time metric. The reportable hours vary by airport and the results are reported by FY. Additional percentile and reportable hour information can be found in the [Reference Guide](#).

Origin	Destination	2009	2010	2011	2012	2013	2014
BOS	BWI	43	35	40	30	38	38
BOS	DCA	36	33	39	27	33	31
BOS	IAD	40	37	46	35	39	36

BWI	CLT	36	36	36	31	32	35
BWI	ORD	39	44	47	39	55	59
CLT	DCA	31	29	41	28	31	34
CLT	IAD	42	39	37	29	37	44
DCA	EWB	74	50	74	87	91	67
DCA	ORD	40	41	45	40	48	49
IAD	JFK	82	61	63	54	74	75
IAD	LGA	78	56	64	56	80	76

### **Predictability:**

As described by ICAO: *Predictability refers to the ability of airspace users and ATM service providers to provide consistent and dependable levels of performance.*

## **Core Airports within D.C. Metroplex**

### **BWI**

Baltimore/Washington International Thurgood Marshall Airport

### **DCA**

Ronald Reagan Washington National Airport

### **IAD**

Washington Dulles International Airport